

50X1-HUM

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Next 1 Page(s) In Document Denied

50X1-HUM

SUBJECT:- OVERHEAD HIGH-TENSION TRANSMISSION LINE IN SACHSEN

an overhead transmission line between SALZMÜNDE and GROSSKAYNA in SACHSEN. The poles varied between 18 and 23 m. The capacity of the transmission line is about 10,000 Volts. started on the line in Summer 1951; the part between SALZMÜNDE and GROSSKAYNA will be completed in Spring 1952. There are several other firms employed at building high-tension transmission lines from the two above-mentioned places. this will, in the long run, turn out to be a net work of high tension lines over the whole of SACHSEN. No further details available.

50X1-HUM

50X1-HUM

DESCRIPTION OF SKETCH ATTACHED

(Current figures here are identical to those on sketch)

1. Course of part of overhead high-tension transmission line
2. SALZMÜNDE 18. Horizontal 1
3. GROSS-KAYNA 19. Horizontal 2
4. Bendendorf 20. Horizontal 3
5. Köllme
6. Bennstedt
7. Eisdorf
8. Bad Lauchstedt
9. Blösien
10. Reipisch
11. Frankleben
12. Halle
13. Merseburg
14. To WEISENFELS
15. To Können
16. To Eisleben
17. Vertical 2

Page Denied

50X1-HUM

Subject: New Road Construction north of LOCKNITZ

50X1-HUM

2. Details of the road

- a) [redacted] there were many workers at the northern end of the road; [redacted] in UENKERMUNDE and EGGESIN [redacted] several hundred people were employed in the northern section and about the same number in the southern section at LOCKNITZ. [redacted] the two construction units were progressing towards each other.

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

- b) The road branched south at almost a right angle from the main road from EGGESIN to AHLBECK at JAEGERBRUECK which was about two kilometres east of EGGESIN.

- c) Work on the road started at the northern end during October 1951. Only excavation work appeared to have been done by the end of December 1951. [redacted]

50X1-HUM

- d) [redacted] the road was to be surfaced with quarried paving stones.

- e) [redacted] the road would be as wide as that from which it branched southwards, i.e. wide enough for traffic to pass.

50X1-HUM

3. Notes

[redacted] there had been three road routes to LOCKNITZ; one via TORGELOW, one via JATZNICK, and one via EGGESIN and HINTERSEE. All were indirect routes, and the latter now passed through Polish controlled territory.

50X1-HUM

TRACK CONSTRUCTION NEAR SCHWERIN

50X1-HUM

GOODS TRANSPORTS THROUGH SCHWERIN

50X1-HUM

1. DOUBLING OF THE RAILWAY LINE FROM SCHWERIN TO HOLTHUSEN

About May 1951 preliminary work started on the re-laying of the dismantled second track between SCHWERIN and HOLTHUSEN [REDACTED]

50X1-HUM

The rails were supplied from the single track from SCHOENBERG [REDACTED] to DASSOW [REDACTED]. The rails, sleepers, and ballast were completely dismantled and removed from this line between July and Sept 1951. [REDACTED] SCHWERIN on 31 Dec 1951 the second track was completed almost to HOLTHUSEN station. The signal

50X1-HUM

50X1-HUM

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- 2 -

installations on the GOERRIES station near SCHWERIN were completed. The whole section was due to be in operation by 20 Jan 1952.

50X1-HUM

The adjoining section from HOLTHUSEN via LUDWIGSLUST [redacted], ALTENBERG to MAGDEBURG was single tracked except for sidings at some stations. Informant believed that the line from MAGDEBURG via ROSSLAU, DESSAU to LEIPZIG was single tracked but was quite sure that the rail bridge across the Elbe near ROSSLAU carried double tracks. The line from LEIPZIG via ALTENBURG, ZWICKAU to AUE was single-tracked.

2. TRACK CONSTRUCTION FROM BUETZOW TO ROSTOCK.

50X1-HUM

[redacted] it was scheduled to re-lay a dismantled single track between BUETZOW [redacted] and ROSTOCK. The existing single track from BUETZOW via SCHWAA to ROSTOCK would be relieved by this new line. 50X1-HUM

[redacted] the former track had been removed in 1945 [redacted] east of the station and over the bridge across a river narrow gauge tracks had been laid on an old ballasted railbed. [redacted] narrow gauge tipping trucks there. The old railbed branched off the northwest side of the main line immediately north-east of the railbridge.

3. GOODS TRANSPORTS THROUGH SCHWERIN

50X1-HUM

50X1-HUM

[redacted] 10 or 11 trains per day with Russian export or repair goods passed through SCHWERIN station. They came from the direction of LUDWIGSLUST and went to ROSTOCK/VARNHUEDE and sometimes to WISMAR. All trains comprised 120 axles. A train consisted either of open trucks only or of closed ones. In the main the open trucks carried large wooden cases up to a size of about 4 x 2 x 1.5 meters. The cases were mounted on what resembled a sledge-runner and were covered with tarred roofing felt. The cases carried Russian inscriptions. The content of the cases was unknown. On some open trucks [redacted] the steel constructions of travelling cranes [redacted] of workshop or hanger walls. Some trains consisted of open trucks which were covered with boards and were loaded with fertilizers. White loading labels at these trucks carried the diagonal inscription in green "Ausland". The closed trucks were lead-sealed and their content was not known. The trains with open trucks were accompanied by two transport policemen armed with rifles and those with closed trucks by 3 transport policemen. [redacted] they came from MAGDEBURG and HALLE. 50X1-HUM

50X1-HUM

In addition about 10 trains per day with briquettes passed the SCHWERIN station. They came from the SENFTENBERG area and other locations [redacted] and went on to [redacted] ROSTOCK, VARNHUEDE, and WISMAR. These trucks carried also the diagonal inscription "Ausland" on their loading labels. 50X1-HUM

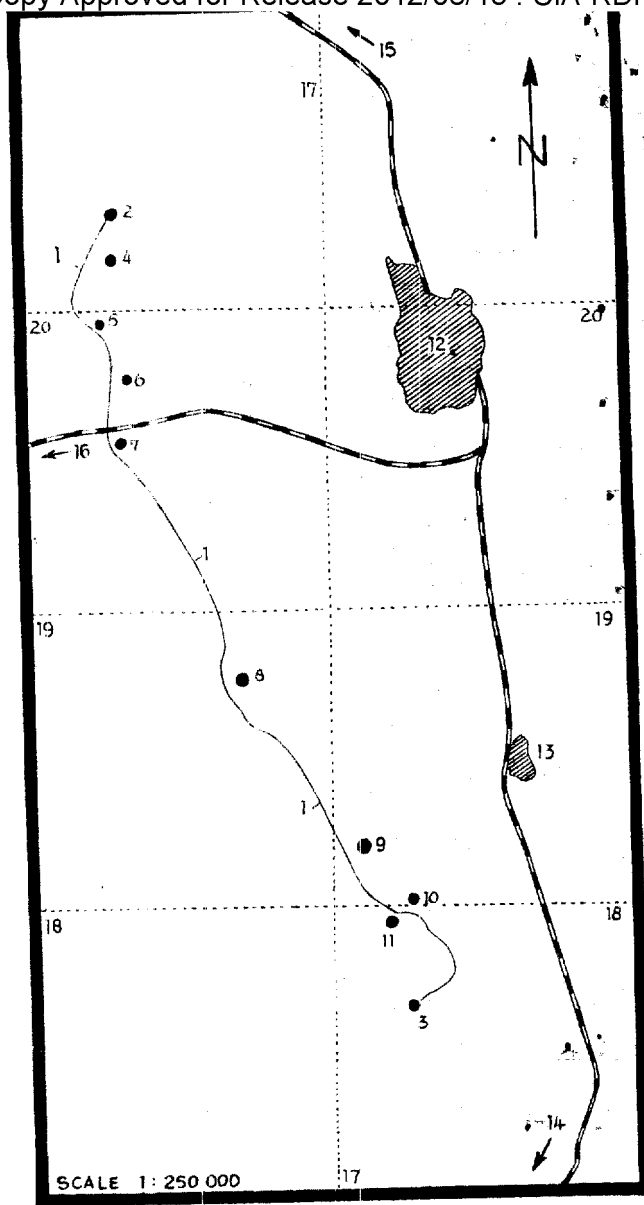
50X1-HUM

4. RESERVE LOCOMOTIVES

In the "BW" (Betriebswerkstatt) of the SCHWERIN station there were parked for at least two years about ten locomotives of the "38" and "41" series. The locomotives had been thoroughly overhauled and were well maintained. In the winter they were occasionally fired but not taken in service. They were inspected by two Russian officers (a Major and a Captain) who had their office in No. 27 room of the "Reichsbahndirektion" building. The background of their shoulder-boards was black. The building of the Reichsbahndirektion was located on the northern side of Ernst Thaelmann Strasse about 150 metres west of the tracks. The "BW" was located west of the track system, about 300 m [redacted] north of the station office building. 50X1-HUM

50X1-HUM

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